

## OPPOSE RATE LEGISLATION.

## RAILWAY EMPLOYEES STAND WITH THE EMPLOYERS.

The Brotherhood of Locomotive Engineers, the Order of Railway Conductors and the Order of Telegraphers, Oppose Government Control of Railroad Rates.

ALBANY, Nov. 19.—Unqualified indorsement of the protest made at the White House last week by the representatives of the five great bodies of railway employees against the proposed freight rate legislation is made in a statement issued here today by Jeremiah Harris, chairman of the legislative board of the Brotherhood of Locomotive Engineers for the State of New York. In explaining the appearance of the labor leaders before the President Mr. Harris says:

"The members of the Brotherhood of Locomotive Engineers to a man are opposed to any legislation that will curtail the powers of their employers in respect to their carrying capacity or diminish the freedom of their control over their property, therefore the brotherhood opposes the Esch-Townsend law and will oppose any and every law that will give the control of railway rates into the hands of the Government, or any body other than the railroad owners and managers."

"The brotherhood was early to see that the interests of employer and employee are inseparable—in fact, are one and the same. Therefore they appointed committees for each of the States and a national committee to meet with a view to defeating any and every form of legislation designed to curtail the powers of self-government now possessed by the railroads or to inflict upon the railroads any unnecessary and additional labor or expense of operation. This action was taken without the aid or approval of the railroads. Indeed, they were not consulted. These committees have successfully met and defeated many legislative measures designed to that end."

"This question of railway rate regulation was discussed at the annual convention of the Brotherhood of Locomotive Engineers at Los Angeles, Cal., last year, and the stand which we have taken now was decided upon. The conductors, firemen and trainmen have since taken the same stand. The question of rate regulation has been adopted by a number of divisions of these other three orders are along precisely the lines which we decided on for our own action. Already many of the divisions of the Brotherhood of Engineers have passed resolutions setting forth the views which are expressed here. The work has been last, and is progressing rapidly. Before the end of the year every division of the Brotherhood of Locomotive Engineers in this country will have decided upon to have adopted resolutions to this same effect."

The sentiment embodied in our resolutions represents the opinion of 5,000 men of the Brotherhood of Engineers alone, representing every railroad and every State and community in the United States. We believe that the present interstate commerce laws are sufficient to meet all the needs of the present time. They cover amply the subject of rebates and secret discriminations. It is obvious that these laws are not fully enforced, and we believe that the full enforcement of them will eradicate the evils which are complained against. The men of the Brotherhood of Engineers cannot see that the enactment of any new law will result in the better enforcement of the existing laws."

Therefore, we have embodied in our resolutions an expression of our opinion that the only thing needed at present is the enforcement of the existing laws, and our representatives, who will present the matter to the lawmakers in the States and throughout the country, will urge that if Congress takes action it should be in the direction of compelling the authorities in whose hands the enforcement of the present law is placed to do their full duty in that direction, leaving the question of the vital task of rate making in the hands of those men who alone are able to perform the work successfully."

Mr. Harris intimates, the sentiments expressed by the engineers are shared by the other affiliated organizations of railway employees. The Order of Railway Conductors, through James C. Dowling, general chairman of the order on the Lehigh system, authorizes this statement for the men he represents. The Order of Telegraphers, as an organization, opposes the passage of the Esch-Townsend bill by Congress, because the measure as it stands threatens to destroy everything that the organization has fought for or accomplished. Organized railroad labor has established a uniform rate of wages throughout the country, a standard which is as satisfactory to employer and employee alike, and a general set of conditions which render strikes extremely improbable and the least means to be considered or resorted to in the event of disagreements. The Esch-Townsend bill, as we view it, is aimed directly at all of these institutions, and the least bit of its passage disaster could not be averted."

"Our Grand Lodge at the annual convention at Portland, Ore., last spring took up the question of rate regulation and expressed the opinion of the order upon it. These resolutions expressed the opinions of all the members of our order on the Lehigh Valley system."

Theodore Webster, chairman of the general committee of adjustment of the Order of Railway Conductors of the New York Central and Hudson River Railroad system, says that his national organization at Portland, Ore., this year adopted resolutions opposing the passage of the Esch-Townsend bill. He says:

"The proposition of Government control of rates appeals strongly to the conductors because of the fact that it threatens to destroy that which they have fought to obtain for many years, namely, the uniform rate of wages. Such a rate has been the end in view of all labor organizations, and in our case has been fought for with great blessing. We believe that if the railroads are not permitted to control their revenues the conflicting interests between them and their employees will result in such reduction of earnings that confusion will ensue, and the losers by the process will be forced to reduce wages in conformity to their reduced earnings. The uniform system of earnings will be no longer possible."

Speaking of the Order of Railroad Telegraphers of the New York Central and Pennsylvania, J. H. Lambert, general chairman of the order of his territory, says:

"If the makers of freight rates are taken away from the railroads, they will virtually become the dependents of the Government body that makes rates. They will then be at the mercy of the Government, and the Government of promise, and hence will not be in a position to make them. The possibility of negotiation between employer and employee will be destroyed. The idea of the general proposition, and the railroad man will find himself faced with the necessity of depending for his wages upon a Government bureau. The Government will be the worst enemy involved in the general scheme of rate reform. It is a thing which the organized railroad men can but look upon with grave concern. The idea of bureaucracy is intolerable to us, and we believe threatens the integrity of our national Government and the prosperity of our country."

REMONSTRANCES SENT TO SENATE COMMITTEE. WASHINGTON, Nov. 19.—Many remonstrances against President Roosevelt's rate making policy have been received by the Senate Committee on Commerce from local divisions of the brotherhoods of railway employees. These show that the officers of the organizations in question have decided upon a hostile movement against the rate bill. For many years the brotherhoods have had in Washington a legislative agent who looked out for their interests before Congress.

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It is understood that this agent will have several assistants this year, and that plenty of money will be available for all legitimate purposes for use in the fight against the measures proposed amendments to the Interstate Commerce act. The opposition of the railroad employees to proposed railroad legislation was made known to the President at a conference held at the White House early last week.

## C. F. U. S. CITS.

The Labor Men Not Certain Whether Cutting the Organization is Alive or Dead.

At yesterday's meeting of the Central Federated Union this following letter from John J. Murphy, secretary of the Citizens' Union, was read:

"DEAR SIR: The experiences of the recent election must have convinced every citizen of the fact that the ballot now in use in the State of New York obstructs the expression of the popular will. The Citizens' Union believes that the present time, when the recollection of its difficulties are fresh in the public mind, is the best time to move for its repeal and for the adoption of a simpler ballot, such as that now in use in Massachusetts."

Our committee on the ballot has given careful study to the question and will be prepared to present a bill immediately after the opening of the Legislature. The union will act in cooperation with any other bodies having a similar purpose and appeals to your organization to further the end in view by distributing and securing signatures to petition bills and to furnish such blanks as you may require."

A facsimile of the Massachusetts ballot was enclosed and circulated among the delegates. Delegate Wolf of Cigar-makers' Union No. 90, who is a Socialist, made the discovery that the facsimile had not the union label.

"The facsimile of the ballot has not been officially read," said the chairman. "The circular which was read has the union label."

"I don't believe in this wholesale condemnation of the ballot," said Delegate Hatch of the Upholsterers' Union. "There is one good thing in the Massachusetts ballot and with some changes it might be made effective."

"But what use have we for the mere ghost of an organization like the Citizens' Union," said a delegate. "I don't know how the Citizens' Union could help us. We know the Citizens' Union is R. Fulton Cutting."

It was finally decided to refer the matter to the executive committee. This committee will wrestle with the double problem of whether the Citizens' Union exists, and if it exists, whether its proposition to adopt the Massachusetts ballot should be indorsed.

The miscellaneous section had during the week referred a resolution calling for a recount of the votes to the Central Federated Union for indorsement. The resolutions were indorsed without debate.

## THE HEARST CONTEST.

Story of a \$50,000 Check Cashed in 81 Bills the Day Before Election.

The criminal branch of the Hearst legal forces, it was said last night, have collected certain information regarding the use of money by Tammany district leaders on election day, and this is to be turned over to Attorney-General Mayer to-day for an inquiry. One of the statements is that the Attorney-General will receive to-day from Mr. Hearst's lawyers evidence that a Tammany district leader on the day before election withdrew from a bank on his own check \$50,000 in 81 bills. The Hearst people say that they have obtained the check, which will be turned over to Attorney-General Mayer. They also say that several other Tammany leaders drew large sums from bank on the same day and that they will give the names of these leaders and the banks to Mr. Mayer. One leader, they say, distributed \$500 to an election district.

The Hearst people think that by John Doe proceedings it can be brought out that much of this money was spent in bribery and is not alleged that the amounts themselves are otherwise extraordinary.

"We are not hoping to get a plurality for Mr. Hearst out of the 'void' and 'protested' ballots," said one of Mr. Hearst's lawyers last night. "If Mr. Hearst is to get a plurality it is to come from the ballot boxes."

While the Hearst people expect to ask to-day or to-morrow for an order to open a ballot box they expect that this move will be anticipated by a similar move from another quarter. The order to open a ballot box reached them last night Benjamin L. Fairchild, a Republican defeated candidate in the Bronx, is to ask to-day for the opening of a ballot box in which he was a "watcher," so that he saw two "void" ballots dropped after being counted.

Eight boards of inspectors have been summoned by Chairman Dool of the canvassing board to appear at the City Hall this evening to explain the discrepancies between their returns and the tallies sheets. The board is to be called to scrutinize the ballots returned as void and protested, and which were rejected as void and which counted as protested, and so to produce a fair result. Justice Fiegerich is to resume his inspection of ballots this morning and Justice Dickey in Brooklyn is to begin a similar job.

## Benefit for A. M. Palmer's Widow.

The benefit for the widow and family of A. M. Palmer will take place at the Broadway Theatre on Friday, December 8. The bill will include four entirely new one act plays. Those who have agreed to appear are: Fay Davis, Olga Netherole, Edna May, Fraumeni Abarbanel of Connors's company, the "Veronique" company, with Ruth Vincent, William Faversham, De Wolf Hopper and Willie Collier.

## The Weather.

Generally fair weather prevailed yesterday in all the Atlantic States and the Lake region. Light rains fell in the central Mississippi States and in the upper Mississippi valley. Elsewhere west of the Mississippi it was fair.

Freezing temperatures were reported over the northern part of the country and southward as far as New Jersey and northern Ohio. In the Northwest it was warmer.

In this city the day was fair, with little or no rain. The temperature was 60° at 9 a. m.; 62° at 12 m.; 64° at 3 p. m.; 66° at 6 p. m.; 68° at 9 p. m.; 66° at 12 m.; 64° at 3 p. m.; 62° at 6 p. m.; 60° at 9 p. m.; 58° at 12 m.; 56° at 3 p. m.; 54° at 6 p. m.; 52° at 9 p. m.; 50° at 12 m.; 48° at 3 p. m.; 46° at 6 p. m.; 44° at 9 p. m.; 42° at 12 m.; 40° at 3 p. m.; 38° at 6 p. m.; 36° at 9 p. m.; 34° at 12 m.; 32° at 3 p. m.; 30° at 6 p. m.; 28° at 9 p. m.; 26° at 12 m.; 24° at 3 p. m.; 22° at 6 p. m.; 20° at 9 p. m.; 18° at 12 m.; 16° at 3 p. m.; 14° at 6 p. m.; 12° at 9 p. m.; 10° at 12 m.; 8° at 3 p. m.; 6° at 6 p. m.; 4° at 9 p. m.; 2° at 12 m.; 0° at 3 p. m.; -2° at 6 p. m.; -4° at 9 p. m.; -6° at 12 m.; -8° at 3 p. m.; -10° at 6 p. m.; -12° at 9 p. m.; -14° at 12 m.; -16° at 3 p. m.; -18° at 6 p. m.; -20° at 9 p. m.; -22° at 12 m.; -24° at 3 p. m.; -26° at 6 p. m.; -28° at 9 p. m.; -30° at 12 m.; -32° at 3 p. m.; -34° at 6 p. m.; -36° at 9 p. m.; -38° at 12 m.; -40° at 3 p. m.; -42° at 6 p. m.; -44° at 9 p. m.; -46° at 12 m.; -48° at 3 p. m.; 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-1090° at 6 p. m.; -1092° at 9 p. m.; -1094° at 12 m.; -1096° at 3 p. m.; -1098° at 6 p. m.; -1100° at 9 p. m.; -1102° at 12 m.; -1104° at 3 p. m.; -1106° at 6 p. m.; -1108° at 9 p. m.; -1110° at 12 m.; -1112° at 3 p. m.; -1114° at 6 p. m.; -1116° at 9 p. m.; -1118° at 12 m.; -1120° at 3 p. m.; -1122° at 6 p. m.; -1124° at 9 p. m.; -1126° at 12 m.; -1128° at 3 p. m.; -1130° at 6 p. m.; -1132° at 9 p. m.; -1134° at 12 m.; -1136° at 3 p. m.; -1138° at 6 p. m.; -1140° at 9 p. m.; -1142° at 12 m.; -1144° at 3 p. m.; -1146° at 6 p. m.; -1148° at 9 p. m.; -1150° at 12 m.; -1152° at 3 p. m.; -1154° at 6 p. m.; -1156° at 9 p. m.; -1158° at 12 m.; -1160° at 3 p. m.; -1162° at 6 p. m.; -1164° at 9 p. m.; -1166° at 12 m.; -1168° at 3 p. m.; -1170° at 6 p. m.; -1172° at 9 p. m.; -1174° at 12 m.; -1176° at 3 p. m.; -1178° at 6 p. m.; -1180° at 9 p. m.; -1182° at 12 m.; -1184° at 3 p. m.; -1186° at 6 p. m.; -1188° at 9 p. m.; -1190° at 12 m.; -1192° at 3 p. m.; -1194° at 6 p. m.; -1196° at 9 p. m.; -1198° at 12 m.; -1200° at 3 p. m.; -1202° at 6 p. m.; -1204° at 9 p. m.; -1206° at 12 m.; -1208° at 3 p. m.; -1210° at 6 p. m.; -1212° at 9 p. m.; -1214° at 12 m.; -1216° at 3 p. m.; -1218° at 6 p. m.; -1220° at 9 p. m.; -1222° at 12 m.; -1224° at 3 p. m.; -1226° at 6 p. m.; -1228° at 9 p. m.; -1230° at 12 m.; -1232° at 3 p. m.; -1234° at 6 p. m.; -1236° at 9 p. m.; -1238° at 12 m.; -1240° at 3 p. m.; -1242° at 6 p. m.; -1244° at 9 p. m.; -1246° at 12 m.; -1248° at 3 p. m.; -1250° at 6 p. m.; -1252° at 9 p. m.; -1254° at 12 m.; -1256° at 3 p. m.; -1258° at 6 p. m.; -1260° at 9 p. m.; -1262° at 12 m.; -1264° at 3 p. m.; -1266° at 6 p. m.; -1268° at 9 p. m.; -1270° at 12 m.; -1272° at 3 p. m.; -1274° at 6 p. m.; -1276° at 9 p. m.; -1278° at 12 m.; -1280° at 3 p. m.; -1282° at 6 p. m.; -1284° at 9 p. m.; -1286° at 12 m.; -1288° at 3 p. m.; -1290° at 6 p. m.; -129